

## **AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior version, and listings, of claims in the application:

### **Listing of Claims:**

Claims 1-21(canceled).

22. (New) A system for supplying current to a plurality of solenoid valves of an electrohydraulic valve-timing system of an internal combustion engine in a controllable manner, the plurality of solenoid valves being assigned to a gas-exchange actuator, a two-stage voltage supply being provided for the solenoid valves, the two-stage voltage supply including an inrush voltage from an inrush voltage source and a holding voltage from a holding-voltage source, the inrush voltage being greater than the holding voltage, the system comprising:

an inrush voltage line and an a holding voltage line provided for each solenoid valve, the inrush voltage line connecting the respective solenoid valve to the inrush voltage source and the holding voltage line connecting the respective solenoid valve to the holding voltage source, wherein each solenoid valve is configured to be actuated independently of other solenoid valves for the duration of an inrush current time by an inrush current that corresponds to the inrush voltage, and for the duration of a holding current time by a holding current that corresponds to the holding voltage;

a ground lead switch provided for each solenoid valve and configured to at least one of selectively connect and disconnect an electrical connection between the respective solenoid valve and ground; and

a voltage switch, wherein a solenoid valve group is formed from at least two solenoid valves, and wherein the inrush voltage lines leading to the solenoid valves of the solenoid valve group have a common inrush-voltage circuit section, the voltage switch being provided in the common inrush-voltage circuit section for at least one of selectively connecting and disconnecting electrical connection between the inrush-voltage source and the solenoid valves of the solenoid valve group.

23. (New) The system according to claim 22, wherein the holding voltage lines leading to the solenoid valves of the solenoid valve group share a common holding-voltage circuit

section, and are configured to permanently supply the solenoid valves of the solenoid valve group with the holding voltage.

24. (New) The system according to claim 23, wherein the voltage switch selectively connects and disconnects the common inrush-voltage circuit section to the common holding-voltage circuit section of the solenoid valve group at a junction point, and wherein a diode is provided in the common holding-voltage circuit section between the holding voltage source and the junction point, the diode blocking the current flow from the junction point to the holding voltage source, and wherein the inrush voltage and the holding voltage are provided over a common circuit path from the junction point to the solenoid valves of the solenoid valve group.

25. (New) The system according to claim 24, wherein the solenoid valves of the solenoid valve group are configured in such a way that there is no overlapping of inrush-voltage actuation times with holding-voltage actuation times.

26. (New) The system according to claim 25, wherein the ground lead switches of the solenoid valves of the solenoid valve group are each switchable in a clocked operation cycle, wherein a make-to-break ratio is selected such that when the inrush voltage is supplied the average current flow resulting from the clocked operation corresponds to the holding current derived in response to application of the holding voltage.

27. (New) The system according to claim 25, wherein each solenoid valve of the solenoid valve group has a feedback line on the ground connection side, the feedback line connecting the ground connection of the respective solenoid valve to the inrush voltage source, and wherein a diode is provided in each feedback line, the diode blocking a current flow from the inrush voltage source to the ground connection of the respective solenoid valve.

28. (New) The system according to claim 25, wherein at least one intake valve and at least one exhaust valve are provided for each cylinder of the internal combustion engine, each of the intake and exhaust valves being actuated by a gas-exchange actuator, and wherein the gas-exchange actuator includes a first solenoid valve and a second solenoid valve, the first solenoid valve being closed in a de-energized state, and the second solenoid valve being opened in a de-energized state.

29. (New) The system according to claim 28, wherein all of the solenoid valves of one cylinder of the internal combustion engine are combined into one solenoid valve group.

30. (New) The system according to claim 28, wherein, for at least two cylinders of the internal combustion engine, solenoid valves assigned to the intake valves are combined into a first solenoid valve group, and solenoid valves assigned to the exhaust valves are combined into a second solenoid valve group.

31. (New) The system according to claim 30, wherein the at least two cylinders are selected from the cylinders of the internal combustion engine such that no overlapping of inrush-voltage actuation time with holding-voltage actuation time occurs within the solenoid valve groups.

32. (New) The system according to claim 28, wherein, for one cylinder group including a plurality of cylinders of the internal combustion engine, all first solenoid valves of the intake valves are connected to form a first solenoid valve group, all first solenoid valves of the exhaust valves are connected to form a second solenoid valve group, and all second solenoid valves of the gas-exchange actuators are connected to form a third solenoid valve group.

33. (New) The system according to claim 32, wherein one cylinder group is formed which contains all cylinders of the internal combustion engine.

34. (New) The system according to claim 32, wherein at least two cylinder groups are formed for the internal combustion engine, one cylinder group containing all cylinders of one cylinder bank.

35. (New) The system according to claim 32, wherein at least two cylinder groups are formed for the internal combustion engine, each cylinder group including a plurality of cylinders, and wherein the cylinders of the one cylinder group are selected such that, within the solenoid valve groups of the cylinder groups, no overlapping between inrush-voltage actuation time and holding-voltage actuation time occurs.

36. (New) A system for supplying current to solenoid valves of an electrohydraulic valve-timing system of an internal combustion engine in a controllable manner, the solenoid valves being assigned to a gas-exchange actuator and being supplied with a holding voltage from a holding voltage source and an inrush voltage from an inrush voltage source, the system comprising:

an inrush voltage line provided for each solenoid valve, the inrush voltage line connecting the solenoid valve to the inrush voltage source, wherein the solenoid valves are configured to be actuated independently of one another;

a ground lead leading from each solenoid valve to ground, the ground lead having one ground lead switch for at least selectively connecting and disconnecting an electrical connection between the solenoid valve and ground;

an inrush voltage line provided for each solenoid valve, the inrush voltage line connecting the respective solenoid valve to the inrush voltage source, wherein a solenoid valve group is formed from a plurality of solenoid valves, and wherein the inrush voltage lines leading to the solenoid valves of the solenoid valve group have a common inrush-voltage circuit section; and

a voltage switch provided in the common inrush-voltage circuit section for at least one of selectively connecting and disconnecting an electrical connection between the inrush voltage source and the solenoid valves of the solenoid valve group by timed switching of the voltage switch using a selected make-to-break ratio, wherein an average voltage produced corresponds to the holding voltage, and wherein the solenoid valves of the solenoid valve group are selected such that there is no overlapping of inrush-voltage actuation times with holding-voltage actuation times.

37. (New) The system according to claim 36, wherein each solenoid valve has a feedback line on a ground-connection side, the feedback line connecting a ground connection of the respective solenoid valve to the inrush voltage source, and wherein a diode is provided in the feedback line, the diode blocking a current flow from inrush voltage source to the ground connection of the respective solenoid valve.

38. (New) The system according to claim 36, wherein at least one intake valve and at least one exhaust valve are provided for each cylinder of the internal combustion engine, each of the intake and exhaust valves being actuated by a gas-exchange actuator, and wherein the gas-exchange actuator includes a first solenoid valve and a second solenoid valve, the first

solenoid valve being closed in a de-energized state, and the second solenoid valve being opened in a de-energized state.

39. (New) The system according to claim 36, wherein all of the solenoid valves of one cylinder of the internal combustion engine are combined into one solenoid valve group.

40. (New) The system according to claim 36, wherein, for at least two cylinders of the internal combustion engine, solenoid valves assigned to the intake valves are combined into a first solenoid valve group, and solenoid valves assigned to the exhaust valves are combined into a second solenoid valve group.

41. (New) The system according to claim 40, wherein one cylinder group is formed which contains all cylinders of the internal combustion engine.

42. (New) The system according to claim 40, wherein at least two cylinder groups are formed for the internal combustion engine, one cylinder group containing all cylinders of one cylinder bank.